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CENTRAL INTELLIGENCE GROUP
INTELLIGENCE REPORT

COUNTRY Yugoslavia

SUBJECT Ship Building Yards and Factories

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PAGES 2

SUPPLEMENT

50X1-HUM

ORIGIN

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STATE	WAR	NAVY	JUSTICE

1. Ship-Building Yards

- a. The ship-building yards at Cukarica, Ada and Novi Sad are gradually being transferred to Apatin (on the Danube southwest of Sombor), which has become the central riparian shipyards for Yugoslavia. The area covered by these yards is one square kilometer.
- b. The annual output of the yards is 36 vessels of different types ranging from 100 to 2,000 tons. The number of employees is 800.
- c. The Germans were building four mine-sweepers (steel with wooden superstructure) at Apatin when the war ended and had already installed engines in two of them. These two vessels were launched by the Soviets and removed to the Black Sea. The other two were left at Apatin, awaiting engines.
- d. The Apatin yards have received from UNRRA and from the Soviets the necessary machinery for casting engine components and cylinders and for making marine propellers (which Yugoslavia had to import before the war). The yards have also obtained from Czechoslovakia and the USSR other machinery, including 25 meter (sic) lathes.
- e. These yards recently repaired twelve motors belonging to the Novi Sad airfield power plant which the Germans had left behind.
- f. It was at the Apatin yards that the 1,000 HP river tug-boat, "Kosmaj", at present the largest in Yugoslavia, and the 700 HP, "Kosara" were built.
- g. The same yards have also been repairing Soviet 36-ton assault boats (each equipped with two "Katyusha" mortars), in each case converting the wooden hull into one of steel. The Soviet 150-ton armor-clad torpedo boat, "Golubek" which patrols the Novi Sad-Baju reach of the Danube, has also been repaired at Apatin.

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note: At Baju (Hungarian territory) the "Kiffara Martina" yards are building 38 assault boats for the Soviets. Since the summer of 1946 eighteen of these craft have been completed (April 1947).

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2. Other Industries

- There are over 136 small factories of different kinds at Apatin, most of which employ about 100 workers, except for the boot and shoe factory which has 300. All these factories make goods for the army (socks, pullovers, electric motors, motor-components, etc.).
3. The works at Rakovica near Belgrade are building engines for YAK-V/2.
 4. The electric cable works at Novi Sad are manufacturing electric cable and wire of various types, including high tension cable and telephone wire; the entire output goes to the army. The tool factory at Novi Sad, built by the Germans and Hungarians during the war, employs eight engineers, twenty technicians and 350 workmen.
 5. The Germans and Hungarians also built works at Subotica for the manufacture of electric motors and searchlights; these have now been restored and placed in commission. The range of electric motors made there varies from 1 HP to 40 HP, the daily output totaling 300 a day. "Ganz" searchlights for air air landing grounds and naval use are manufactured in various sizes.
 6. The Zenica Works are manufacturing metal cylinders as well as tin in considerable quantities. They are also making a Wulfram steel furnace. Three 8-hour shifts are worked.
 7. Arms are being manufactured in two departments only of the Kragujevac arms plant, viz, the machine and cartridge shops. The pyrotechnics laboratory has been destroyed with the loss of 300 lives as the result of negligence, according to official statements, but, according to other accounts, through sabotage. The works are making Soviet automatic rifles (12-cartridge magazine), Soviet Tommy-guns and Soviet MGs (for belts loaded with 72 cartridges).
 8. The aircraft works at Kraljevo are now building Soviet reconnaissance planes.
 9. The torpedo factory at Rijeka (Fiume) employs 200 workers, while 300 more are engaged in repair work and in extending the factory.
 10. The "Jugoceska" factory at Kranj, which during the war made aero-engine parts, has now turned to the manufacture of watches, radio apparatus and electric motors, after repairing the tanks and motor vehicles captured from the Germans in Slovenia. The factory has not as yet started on radio manufacture, because of the lack of materials. In December 1946 it employed 500 workers who operated on an 8-hour day plus half an hour's "voluntary work".
 11. The "Jugoceskitextil" factory at Kranj is making linen and calico.
 12. The "Modno" works on the Ljubljana-Kranj road are making cotton goods from raw cotton received from the USSR. The finished products are exported back to the USSR.

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